IN THE SPECIFICATION

Please insert the following new paragraph after paragraph [0014]:

[0014.1] Fig. 2 shows schematically an engine compartment lining of the present invention.

Please amend paragraph [0017] as follows:

[0017] Example no. 1

Using white and black spun-dyed low-strength polyester fibers having a fiber length of 60 mm and a fiber titer of 3.3 decitex, a nonwoven having a mass per unit area of 35 g/m^2 is transversely formed, reorientation of the fibers taking place by increasing the speed, the ratio between the flexibility across the machine direction and the flexibility in the machine direction (cd/md) being approximately 2.0:1. The nonwoven is impregnated using binder foam composed of acrylic acid copolymer or ter-polymers with styrene, butadiene, and/or acrylonitrile resulting in a solids content of approximately 35 g/m^2. Drying takes place using hot air at 200°C, curing of the binder being avoided. The bonded nonwoven is subsequently coated using a hot-melt adhesive powder which is sintered to the nonwoven and melted. In a three-dimensional shaping process at temperatures higher than 200°C, the finished cover layer 30 is attached to a substrate made of reclaimed wool 32, as shown in Fig. 2, for example. Shaping takes place at a pressure of more than 200 bar/cm^2 over a period of 60 seconds to 90 seconds. The shaped components, produced by using the cover layer according to the present invention, are perfectly covered by the cover layer and also adhere to the sharp folds of the component without cracks and delamination. The edges may be cleanly cut.